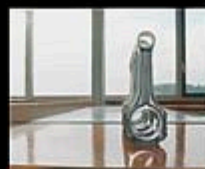




AMG



Mercedes-Benz

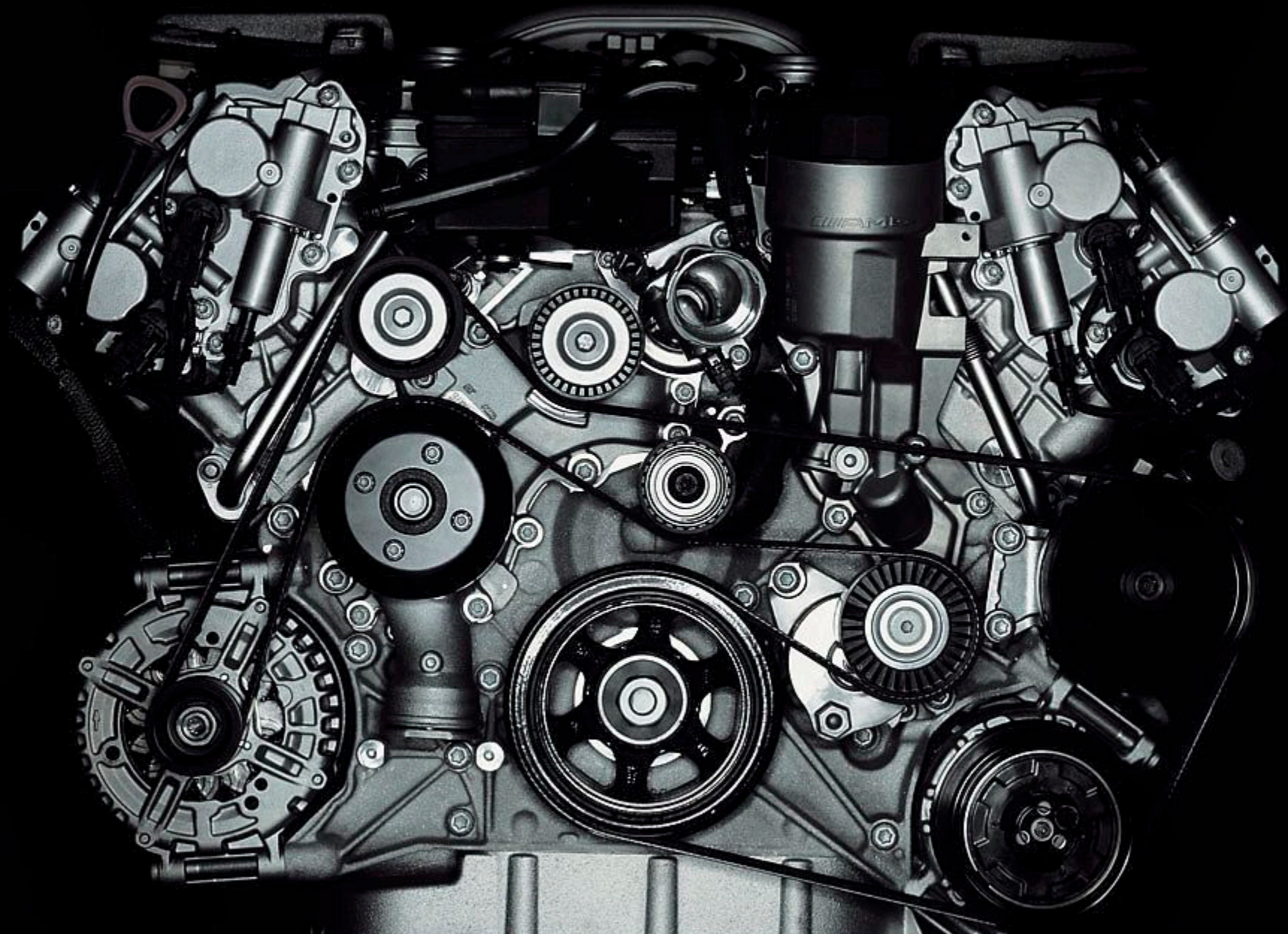


Powered by Passion

One step further


Granted, we find it hard to accept limits. Instead we always try to go one step further. Here at Mercedes-AMG, this tradition has its origins in motorsport. Second-best has never been good enough for us, neither on the race track nor when developing our road-going sports cars. We are fully committed to fulfilling your every desire, especially

when it comes to outstanding handling dynamics. By adopting innovative technical approaches and by creating cars which are exclusive and unique in terms of both their appearance and their performance. No wonder every car honed by Mercedes-AMG in Affalterbach succeeds in sparking previously undreamt-of emotions.



Discover your dynamic side

18	22	28	28	36	42	48	54	60	66
C 55 AMG	E 63 AMG	S 63 AMG	S 65 AMG	ML 63 AMG	R 63 AMG	CLK 63 AMG	CLS 63 AMG	CL 63 AMG	SLK 55 AMG

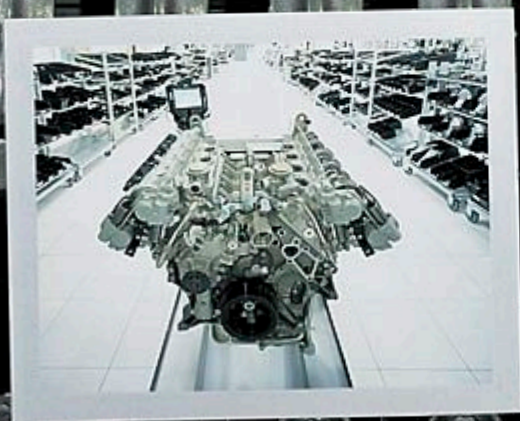


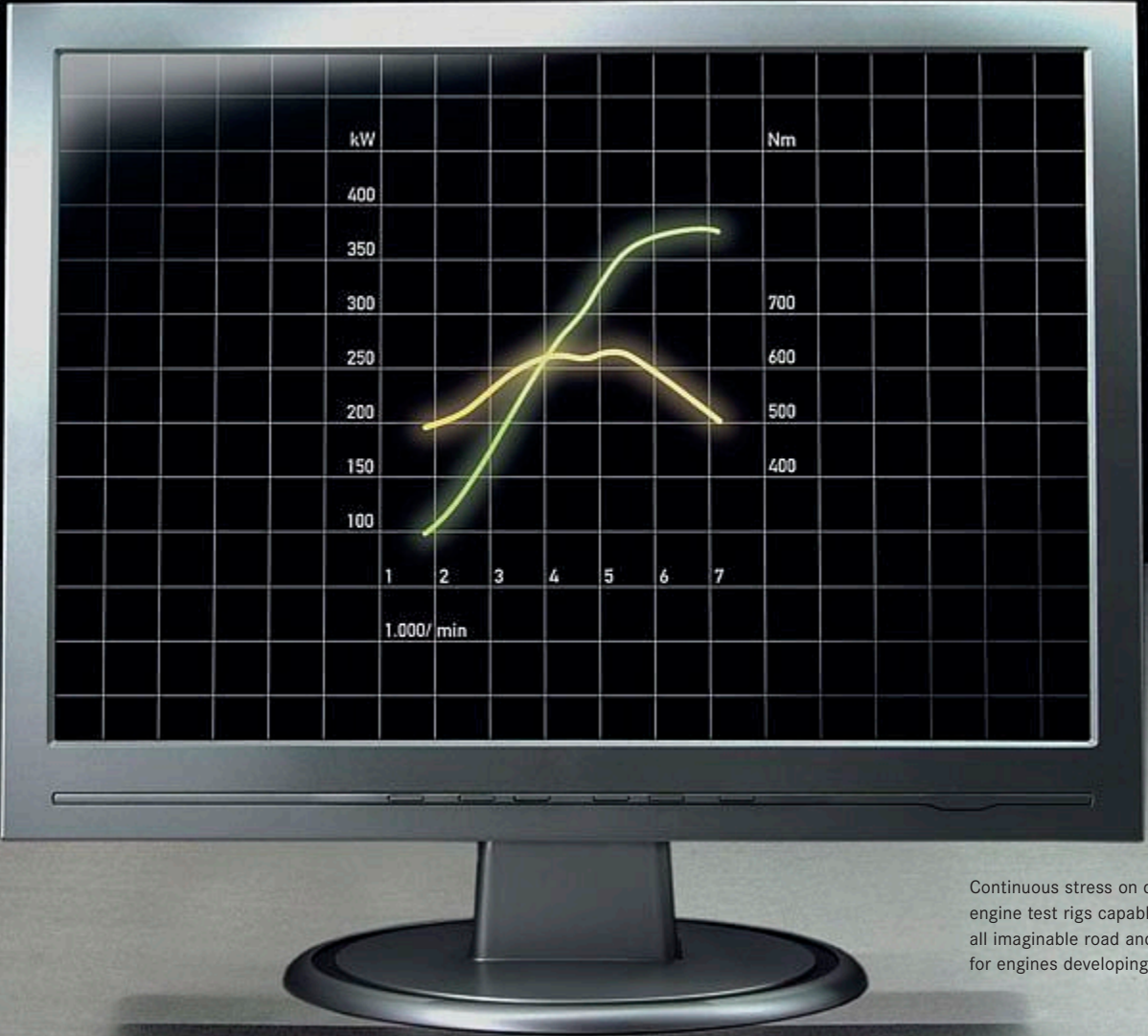
72	72	80	84	86	92	94
SL 55 AMG	SL 65 AMG	G 55 AMG	AMG leather appointments	AMG technology	Technical data	The world of AMG

One man - one engine

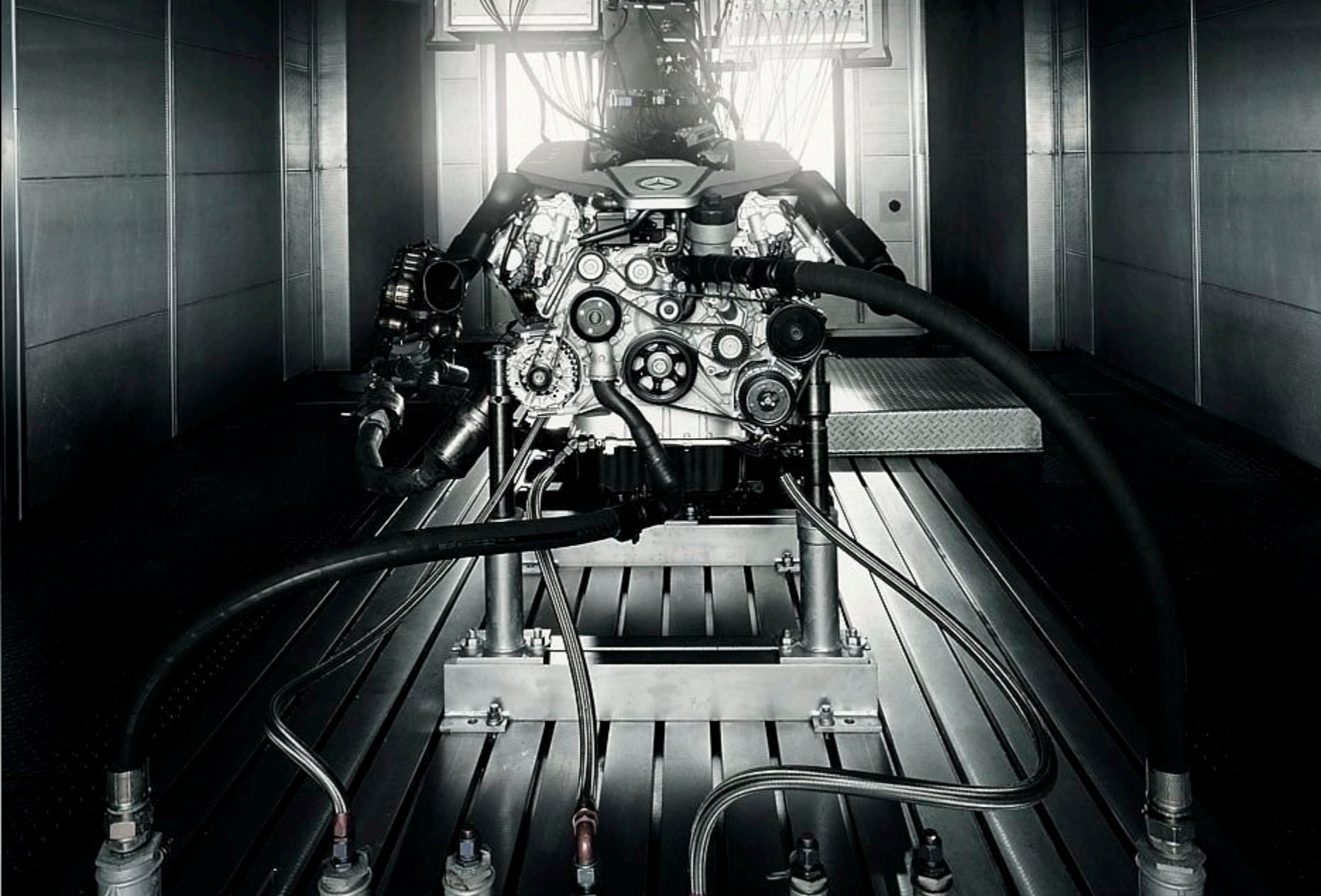
Our penchant for unconventional thinking and our dedicated approach to putting ideas into practice are legendary. So it's hardly surprising to find that Affalterbach is home to some of the world's most sophisticated engine development and production facilities. But there are also areas where highly-skilled manual work is still part of the daily routine. For instance, the heart of every AMG Mercedes is assembled

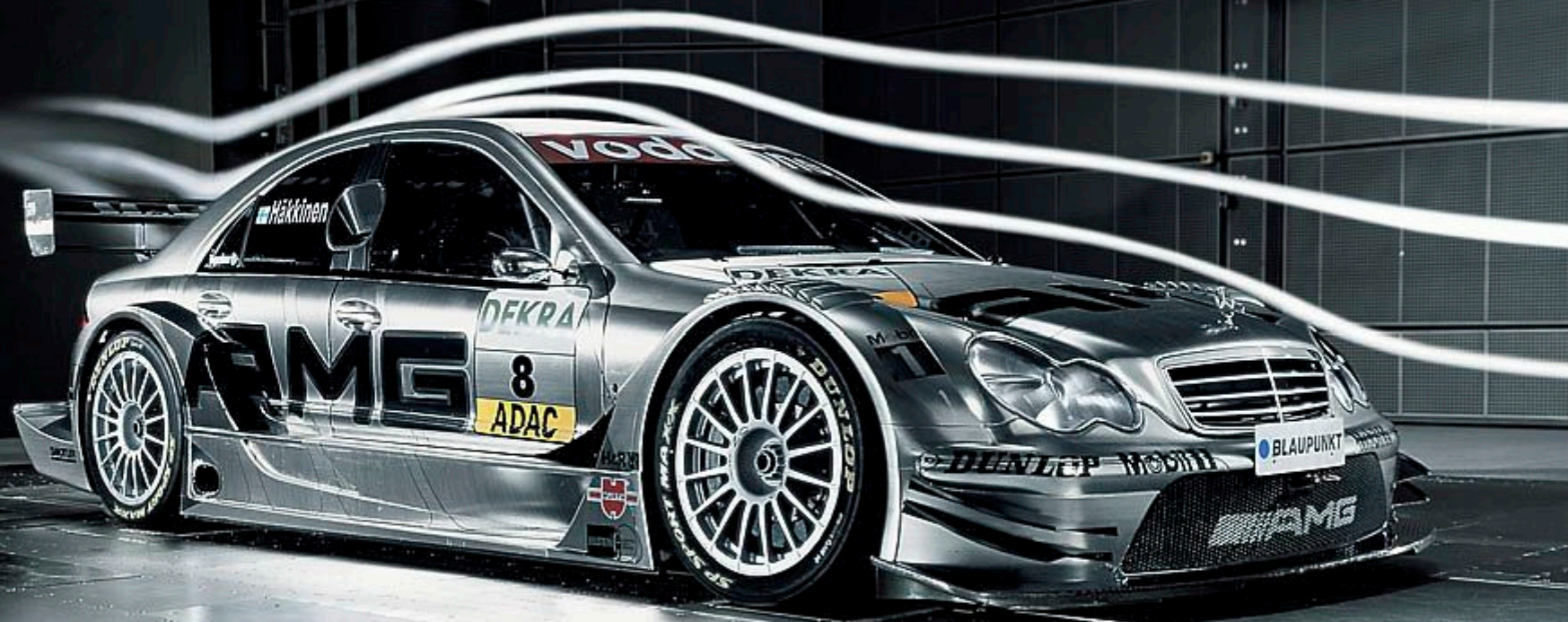
according to the "one man - one engine" principle. Naturally the components are specially selected and therefore fit together perfectly. Plus all of them undergo a painstaking series of checks and controls. And so you can be sure that your AMG Mercedes will give you countless miles of unbridled driving pleasure, a badge on the engine bears the signature of the engineer responsible for its assembly.





Continuous stress on dynamic high-tech engine test rigs capable of simulating all imaginable road and ambient conditions for engines developing 1000 hp and more





A POTTED HISTORY OF AMG SUCCESS:

1971 Class winner at the Spa 24h race
 1992 German Touring Car Championship
 1994 German Touring Car Championship
 1995 German Touring Car Championship
 1995 International Touring Car Series Champion
 1997 FIA GT Champion

1998 FIA GT Champion
 2000 German Touring Car Masters
 2001 German Touring Car Masters
 2002 German Touring Car Masters (team ranking)
 2003 German Touring Car Masters
 2005 German Touring Car Masters
 2006 German Touring Car Masters

Success can be a matter of millimetres. Or even milliseconds

For all the success in the world, there are, of course, some things that we are not so good at. One is perfunctoriness. Another is the willingness to accept second-best. When it comes to quality, reliability and precisely implementing our technical or aerodynamic concepts, however, we are in

our element. This strategy has delivered victory after victory for our motorsport division as well as ensuring that every journey in an AMG Mercedes is a safe one, despite the immense demands that are placed on vehicle performance.

Monza, Hockenheim, Bahrain and Affalterbach

Born on the road, bred on the race track and desired by all those who crave exceptionally dynamic four-wheel mobility – Mercedes-AMG has been a byword for sporty, exclusive cars for almost four decades. By tradition, our technology is not just developed at our Affalterbach plant. It is also honed to perfection on the world's race tracks. In tough but fair competition, but also in other areas, where the

expectations regarding performance and endurance are equally high: the Safety Car and Medical Car, for example, are key elements of the Formula 1 safety concept. Both models have been produced at our Affalterbach facility for over a decade. The current Official F1™ Safety Car is based on the CLK 63 AMG, the Official F1™ Medical Car on the C 55 AMG Estate.





Your new AMG already has more than half a million kilometres on the clock

To develop a new AMG Mercedes, you need know-how, commitment and passion. Not to mention plenty of time. Not just on the drawing board, in the design studio and inside the wind tunnel, but also in far less welcoming environments. The desert, for example, or the Arctic Circle. On sand, on the race track and, of course, on the road.

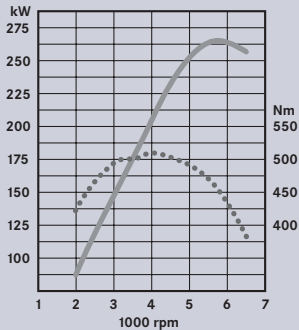
After all, only technology which masters all of these challenges earns itself a place in your AMG Mercedes. It's good to know that this arduous past life doesn't show in the finished AMG article. But you can sense it every time you sit behind the wheel, every kilometre of the way.



The C 55 AMG

You can tell that the C 55 AMG Estate is special the minute you set eyes on it. For a start, the front of the vehicle has been extended by eight centimetres and the wings have been widened. Its true strength lies within, however. Under the bonnet, for example, where an AMG 5.5-litre V8 engine with almost limitless power reserves is just itching to prove its potential. Even closer to the road, the AMG sports suspension helps to deliver superlative dynamic handling, working in unison with the high-displacement powerplant to provide top-rate driving enjoyment.

C 55 AMG



ENGINE:

AMG 5.5-litre V8 engine developing 270 kW (367 hp) and 510 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited),
acceleration from 0 to 100 km/h in 5.4 s

CHASSIS

AMG sports suspension with stiffer springs, AMG gas-filled shock absorbers and larger rear anti-roll bar

BRAKES:

AMG high-performance braking system with 345 x 30 mm perforated, internally ventilated brake discs and 4-piston fixed callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 5-speed automatic transmission and AMG steering-wheel gearshift operated using shift paddles



Even more powerful than it looks: the C 55 AMG Estate with a longer and wider front section as well as an AMG front apron and 18-inch AMG twin-spoke light-alloy wheels

The AMG rear apron and the AMG sports exhaust system with two chromed twin tailpipes further accentuate the dynamic design of the rear end.
The shift paddles on the AMG ergonomic sports steering wheel allow fingertip control of the transmission





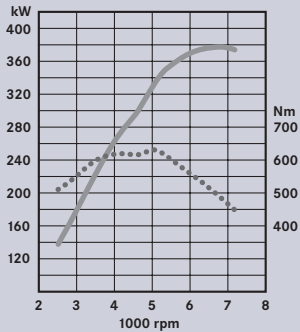
The AMG sports seats in nappa leather, with Alcantara inserts in the shoulder area and specially designed backrest contours, hold you perfectly in position, even when cornering at speed



The E 63 AMG

What happens when you instill a car that exudes effortless superiority with motor racing DNA? The answer is a breathtaking blend of practically limitless power, dynamism and hallmark Mercedes-Benz comfort. The latest in-house development to come out of the Affalterbach engine workshops – the AMG 6.3-litre V8 powerplant – delivers a level of agility that is unrivalled in this class, bringing a wealth of motorsport technology to the road. The E 63 AMG Saloon and Estate models are simply sports cars, only in a form you may not be familiar with.

E 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 378 kW (514 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.5 s (Saloon) or 4.6 s (Estate)

CHASSIS:

AMG sports suspension with stiffer AMG gas-filled shock absorbers and specially tuned spring elements based on AIRMATIC DC

BRAKES:

AMG high-performance braking system with 360 x 36 mm composite brake discs and 6-piston fixed callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles



The AMG front and rear aprons, along with the AMG side skirts, accentuate the car's dynamic looks, as do the AMG spoiler lip on the boot lid and the AMG sports exhaust system with two chromed twin tailpipes





The AMG sports seats with Alcantara inserts in the shoulder area are upholstered in the finest nappa leather. Then there is the AMG ergonomic sports steering wheel and the AMG instrument cluster with AMG main menu including the RACETIMER





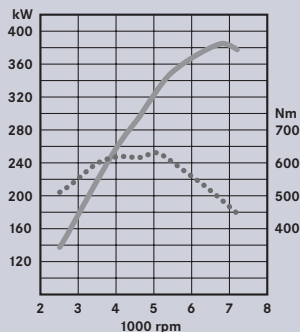
The mark of sporting prowess: the side air outlets in the AMG front apron and the 18-inch AMG 5-spoke light-alloy wheels painted titanium grey with a high-sheen finish



The S 63 AMG and the S 65 AMG

Can a sports car have four doors and offer the stress-relieving qualities of a luxury saloon? And can a saloon boast as much power and torque as the S 63 AMG or S 65 AMG? The answer to both questions is a resounding “yes”. Every Mercedes-AMG S-Class is a high-end saloon par excellence, after all. Whether the new AMG 8-cylinder engine or the AMG 12-cylinder biturbo engine is under the bonnet, the result is a form of driving that is simply unmatched. More effortless, dynamic and agile than any performance figures could possibly convey.

S 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 386 kW (525 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.6 s

CHASSIS:

AMG sports suspension with AMG spring struts and specially tuned Active Body Control system (ABC)

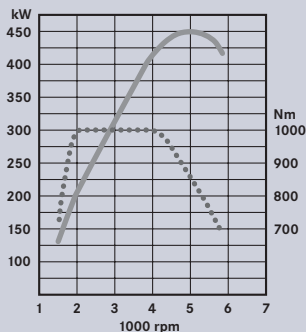
BRAKES:

AMG high-performance braking system with 390 x 36 mm composite brake discs and twin sliding callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles

S 65 AMG



ENGINE:

AMG 6.0-litre V12 biturbo engine developing 450 kW (612 hp) and 1000 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.4 s

CHASSIS:

AMG sports suspension with AMG spring struts and specially tuned Active Body Control system (ABC)

BRAKES:

AMG high-performance braking system with 390 x 36 mm composite brake discs and twin sliding callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 5-speed automatic transmission and AMG steering-wheel gearshift operated using shift paddles



Sport with a capital "S": the AMG front apron with large air inlets, circular fog lamps ringed in chrome and side air outlets, plus AMG side skirts



Dressed for success: the 20-inch AMG 5-spoke light-alloy wheels painted in titanium silver are optionally available



Exclusive and sporty: AMG sports seats offering optimal lateral support, AMG ergonomic sports steering wheel with shift paddles in silver-coloured aluminium, AMG instrument cluster including RACETIMER, analogue clock featuring IWC design and Exclusive PASSION leather appointments



The multi-piece 19-inch AMG 5-spoke light-alloy wheels are painted titanium grey and accentuate the muscular design. A strong finish: the S 65 AMG with AMG rear apron and AMG sports exhaust system with two chromed twin tailpipes featuring distinctive V12 styling





The S 63 AMG is shod with high-shine 19-inch AMG multi-spoke light-alloy wheels. The AMG sports exhaust system is recognisable by the oval shape of the two chromed twin tailpipes

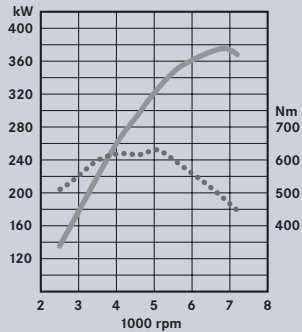




The ML 63 AMG

Anyone who has ever desired a truly exceptional and extremely powerful car with superb off-road capability will almost certainly find themselves behind the wheel of the ML 63 AMG at some stage. In addition to practically unlimited mobility, it offers a thrill a minute courtesy of spontaneous power delivery and a level of dynamism that even thoroughbred sports cars find hard to match. Motor-racing technology, exclusivity, spaciousness and all-wheel drive combined with AMG sports suspension – the perfect recipe for mile after mile of exhilarating driving.

ML 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 375 kW (510 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 5.0 s

CHASSIS:

AMG sports suspension based on the AIRMATIC package with AMG spring struts and specially tuned Adaptive Damping System (ADS)

BRAKES:

AMG high-performance braking system, front axle with 2-piston sliding callipers and 390 x 36 mm brake discs

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift buttons



Powerful looks coupled with dynamism you can actually feel, thanks in no small part to the AMG SPEEDSHIFT 7G-TRONIC automatic transmission offering three modes and extremely slick gear changes



19-inch AMG light-alloy wheels with a high-shine finish and 295/45 tyres. Plus an AMG high-performance braking system with 2-piston sliding callipers and 390 mm internally ventilated and perforated front discs. 20-inch AMG light-alloy wheels available as an option





AMG sports seats upholstered in exclusive nappa leather with Alcantara inserts in the shoulder area and multicontour function. Plus the AMG instrument cluster with uniquely designed multifunction display menu, including RACETIMER, engine oil temperature gauge and central gear indicator



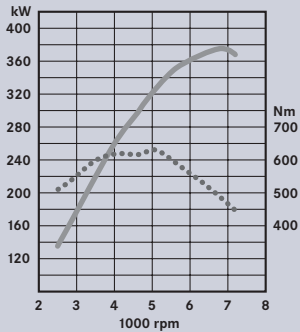
Elegant sportswear: AMG sports exhaust system
with chromed twin tailpipes



The R 63 AMG

A new breed of vehicle. Where design meets space, emotive appeal meets practicality, stunning performance meets flexibility and exclusivity meets handling dynamics. Thanks largely to an immensely powerful AMG engine. Not to mention the AMG SPEEDSHIFT 7G-TRONIC automatic transmission with its extremely slick gear changes and the AMG sports chassis including air suspension and the Adaptive Damping System (ADS). Such is the level of agility and handling dynamics on offer that you'll never get the impression you're driving such a spacious car. But you're sure to feel the sheer thrill of the driving experience for mile after mile.

R 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 375 kW (510 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 5.0 s (short wheelbase) or 5.1 s (long wheelbase)

CHASSIS:

AMG sports suspension based on the AIRMATIC package with AMG spring struts and specially tuned Adaptive Damping System (ADS)

BRAKES:

AMG high-performance braking system, front axle with 2-piston sliding callipers and 390 x 36 mm brake discs

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift buttons

The R 63 AMG exudes power and dynamism whichever way you look at it. Starting with the AMG front apron and culminating in the darkened tail lights, the AMG rear apron and the AMG sports exhaust system with two chromed twin tailpipes







Spaciousness meets sportiness: AMG front sports seats upholstered in nappa leather with Alcantara inserts in the shoulder area offer optimal lateral support. Plus there is an AMG instrument cluster with a uniquely designed AMG main menu including RACETIMER and the AMG ergonomic sports steering wheel with shift buttons



Options include 21-inch AMG light-alloy wheels
that make a clear statement of intent

High-sheen 20-inch AMG 5-spoke light-alloy wheels are fitted as standard, as is the AMG high-performance braking system

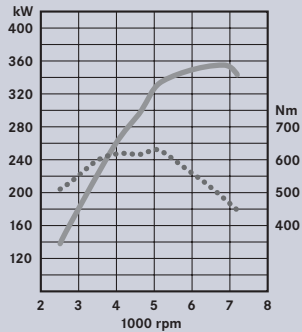




The CLK 63 AMG

One car emerges victorious more often than any other in the DTM (German Touring Car Masters): the CLK. The CLK 63 AMG also excels as a Formula 1 Safety Car. No wonder it causes such a sensation when seen out on the road. Because scarcely any other car conveys exclusive elegance with such dynamism. The harmonious combination of power, agility and effortlessness – in Coupé or Cabriolet guise – opens up a whole new dimension in driving enjoyment. A sports car that marks the rebirth of the classic touring car, harking back to a time when driving was more important than arriving.

CLK 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 354 kW (481 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.6 s (Coupé) or 4.7 s (Cabriolet)

CHASSIS:

AMG sports suspension with AMG spring struts, AMG shock absorbers and larger torsion bars

BRAKES:

AMG high-performance braking system with 360 x 32 mm composite brake discs and 6-piston fixed callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles

Power and beauty: AMG bodystyling for the CLK 63 AMG
with side air outlets in the front apron as well as rear apron
and side skirts



A high-performance athlete when viewed from the rear as well: thanks to the spoiler lip on the boot lid and the AMG sports exhaust system – with two chromed twin tailpipes for the Coupé and one for the Cabriolet





Ready to go: 18-inch AMG 5-spoke light-alloy wheels painted titanium grey with a high-shine finish. Ready to stop: AMG high-performance braking system with 6-piston fixed callipers



Strongly contoured AMG sports seats upholstered in fine nappa leather. The AMG ergonomic sports steering wheel features aluminium shift paddles, while the AMG instrument cluster with special main menu includes a RACETIMER function

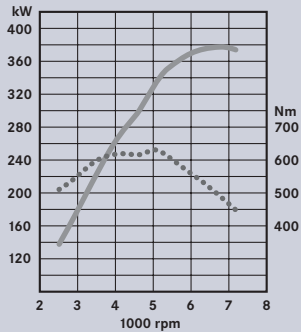




The CLS 63 AMG

Style has always been a topic of endless fascination. Especially in the case of the trailblazing CLS 63 AMG. The perfect synthesis of sporty, elegant design and remarkable performance potential takes your breath away. And that's before you even start driving. Plus, when you do fire the engine, a staggering 630 Nm of torque await. So you may be reluctant to give up the wheel once you're behind it.

CLS 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 378 kW (514 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.5 s

CHASSIS:

AMG sports suspension with stiffer AMG gas-filled shock absorbers and specially tuned spring elements based on AIRMATIC DC

BRAKES:

AMG high-performance braking system with 360 x 36 mm composite brake discs and 6-piston fixed callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles



Dashing looks courtesy of the AMG front apron and the muscular AMG radiator grille with three silver-painted louvers



Elegant and dynamic: exclusive nappa leather and AMG sports seats with Alcantara inserts in the shoulder area. Plus an AMG ergonomic sports steering wheel with shift paddles in silver-coloured aluminium and an AMG instrument cluster with a uniquely designed main menu including RACETIMER





The AMG spoiler lip on the boot lid reduces rear-axle lift and, together with the two chromed twin tailpipes that form part of the AMG sports exhaust system, accentuates the dynamic aura of the rear end

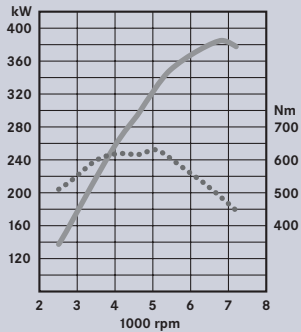




The CL 63 AMG

The dream of a captivating coupé displaying innovative technology and a passion for exclusive sportiness has become a reality. Whereas thoroughbred sports cars are usually narrow, hard and loud, the new CL 63 AMG exudes effortless superiority in every respect. Extraordinarily high power reserves across the board - from the sheer thrust of the AMG engine to the safety reserves of the AMG suspension and the AMG high-performance braking system - ensure an unparalleled level of driving enjoyment.

CL 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 386 kW (525 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.6 s

CHASSIS:

AMG sports suspension with AMG gas-filled shock absorbers and specially tuned spring elements based on Active Body Control (ABC)

BRAKES:

AMG high-performance braking system with 390 x 36 mm composite brake discs and twin sliding callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles



The epitome of power and elegance: the CL 63 AMG with AMG front and rear apron, AMG side skirts, darkened bi-xenon headlamps and the muscular AMG radiator grille with two chromed louvers



The 19-inch AMG multi-spoke light-alloy wheels conceal the equally impressive AMG high-performance brakes with twin sliding callipers and composite brake discs



The sporty rear design, including the characteristic AMG sports exhaust system with two chromed twin tailpipes, hints at the sheer dynamism that underpins the CL 63 AMG



The best sports seats in the house: AMG sports seats in PASSION leather, AMG ergonomic sports steering wheel with aluminium shift paddles. View of the AMG instrument cluster with AMG main menu including RACETIMER as well as the special analogue clock featuring IWC design



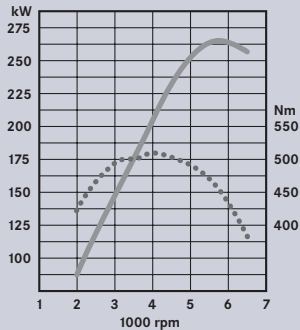
Every inch the perfect design: the optionally available 20-inch AMG forged wheels are painted titanium grey and feature polished spokes



The SLK 55 AMG

Even before you turn the key, the SLK 55 AMG reveals its true character, immediately catching the eye with its directness, openness and emotive appeal. Its inner values – agility, manoeuvrability, versatility, exemplary durability and performance potential – are also designed to arouse your passions. Thoroughbred sports-car technology abounds, from the AMG 8-cylinder engine to the AMG suspension. If you're looking for a thrill-a-minute ride that leaves you totally breathless, look no further.

SLK 55 AMG



ENGINE:

AMG 5.5-litre V8 engine developing 265 kW (360 hp) and 510 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.9 s

CHASSIS:

AMG sports suspension with AMG spring struts and shock absorbers as well as larger torsion bars

BRAKES:

AMG high-performance braking system with 340 x 32 mm composite brake discs and 6-piston fixed callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles

The SLK 55 AMG provides the boundless handling dynamics suggested by its sporty, powerful design – including the AMG spoiler lip at the rear, the AMG sports exhaust system with two twin tailpipes, the side air outlets in the front apron and the fins on the bonnet





The ergonomically optimised AMG sports seats are further enhanced by fine nappa leather upholstery with Alcantara inserts and offer outstanding lateral support whatever the driving situation. The AMG instrument cluster with "V8" lettering and extended speedometer scale leaves no doubt as to the immense power on tap







18-inch AMG multi-spoke light-alloy wheels lend the SLK 55 AMG a self-assured and powerful road presence. AMG side skirts and black-painted horizontal fins in the radiator grille give the car a distinctive character

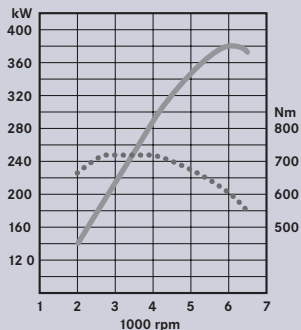




The SL 55 AMG and the SL 65 AMG

This classic among roadsters has always been a benchmark for driving enjoyment. That goes for the SL 55 AMG with its familiar, powerful AMG 8-cylinder supercharged engine. And, of course, for the SL 65 AMG, propelled by an AMG 12-cylinder biturbo powerplant – an undoubted pace-setter in the relatively small “super sports car” segment. The peak torque of 1000 Nm says it all. Both roadsters offer the perfect blend of scintillating performance all round, supreme dynamism, exemplary handling and exclusive materials. It's all textbook stuff.

SL 55 AMG



ENGINE:

AMG 5.5-litre V8 supercharged engine developing 380 kW (517 hp) and 720 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.2 s

CHASSIS:

AMG sports suspension with AMG gas-filled shock absorbers and specially tuned spring elements based on Active Body Control (ABC)

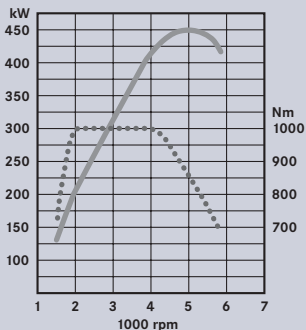
BRAKES:

AMG high-performance braking system with 360 x 36 mm composite front brake discs and 6-piston fixed callipers

TRANSMISSION:

AMG SPEEDSHIFT 5-speed automatic transmission and AMG steering-wheel gearshift operated using shift paddles

SL 65 AMG



ENGINE:

AMG 6.0-litre V12 biturbo engine developing 450 kW (612 hp) and 1000 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.5 s

CHASSIS:

AMG sports suspension with AMG gas-filled shock absorbers and specially tuned spring elements based on Active Body Control (ABC) with rear axle differential lock

BRAKES:

AMG high-performance braking system with 390 x 36 mm composite front brake discs and 6-piston fixed callipers

TRANSMISSION:

AMG SPEEDSHIFT 5-speed automatic transmission and AMG steering-wheel gearshift operated using shift paddles

The legendary roadster, now more dynamic than ever –
sporting an AMG front apron and AMG radiator grille
with black louvres and chrome trim





The SL 55 AMG sports 18-inch AMG multi-spoke light-alloy wheels and is instantly recognisable by its AMG sports exhaust system with two oval-shaped chromed twin tailpipes

Eyecatching: the SL 65 AMG is equipped with the AMG sports exhaust system featuring two chromed twin tailpipes with unique V12 styling and, of course, the AMG rear apron and darkened tail lights





Fine nappa leather and genuine carbon create an exclusive, sporty ambience. Plus, of course, there are AMG sports seats, an AMG ergonomic sports steering wheel with shift paddles and an AMG instrument cluster with AMG main menu



V12 BITURBO

Sportswear for the SL 65 AMG: multi-piece 19-inch AMG twin-spoke light-alloy wheels painted titanium grey. Plus an AMG front apron featuring side air outlets



Just as sporty: the optionally available 19-inch AMG 5-spoke light-alloy wheels painted titanium silver, seen here enhancing the appearance of the SL 55 AMG

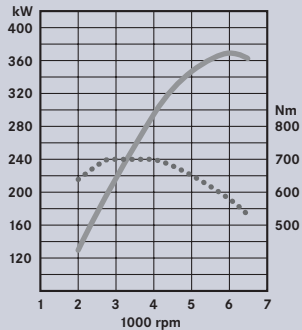




The G 55 AMG

What do you get when you cross the epitome of an off-roader with cutting-edge sports-car technology? The answer is the G 55 AMG – a declaration of independence on four wheels. A vehicle which knows no bounds. Whether on the road or off it, it brings a whole new dimension to the driving experience. A vehicle with a character as unique as your own: effortlessly assured, powerful, robust and dynamic.

G 55 AMG



ENGINE:

AMG 5.5-litre V8 supercharged engine developing 368 kW (500 hp) and 700 Nm of torque

PERFORMANCE:

Top speed 210 km/h (electronically limited), acceleration from 0 to 100 km/h in 5.5 s

CHASSIS:

AMG sports suspension with stiffer, uniquely designed AMG springs and dampers

TRANSMISSION:

5-speed automatic transmission



The broader wings and the silver-painted radiator grille hint at the tremendous power that lies within the G 55 AMG



All the hallmarks of an impeccable off-roader coupled with sports-car-like acceleration: 18-inch AMG light-alloy wheels, AMG door sills with illuminated logo, the AMG instrument cluster and a selector lever with "G 55" lettering



The AMG leather appointments

We are just as enthusiastic about the interior appointments of AMG Mercedes cars as we are about their technology and design. From the ergonomic design – the AMG sports seats and the AMG sports steering wheel being cases in point – to the selection of the materials and the quality of the craftsmanship. Every detail is functional and underlines the interior’s sporty character. Plus only exclusive hand-picked nappa or semi-aniline leather, supplemented by Alcantara in some models, makes it into our models. So the thrilling sensation starts before you even turn the key.

C 55 AMG



black (841)¹



alpaca grey (848)¹

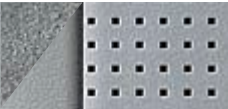
R 63 AMG



black (501)¹



cashmere beige (504)¹



alpaca grey (508)¹

SLK 55 AMG



black (851)¹



orient beige (855)



black/dusky red (857)¹



black/alpaca grey (858)¹

E 63 AMG



black (851)¹



sierra grey (858)¹



cashmere beige (854)¹

S 63 AMG² | S 65 AMG



black (801/501)



basalt grey (808/508)



cashmere beige (804/504)

ML 63 AMG



black (501)¹



alpaca grey (508)¹



cashmere beige (504)¹

CLK 63 AMG



black (811)



basalt grey (818)



pebble beige (805)

CLS 63 AMG³



black (281/581)¹



basalt grey (288/588)¹



cashmere beige (284/584)¹

CL 63 AMG²

black (801/501)



cashmere beige (804/504)

basalt grey (808/508)

SL 55 AMG³ | SL 65 AMG³



black (211/511)



flamenco red (217/517)



pebble beige (215/515)



alpaca grey (218/518)

G 55 AMG



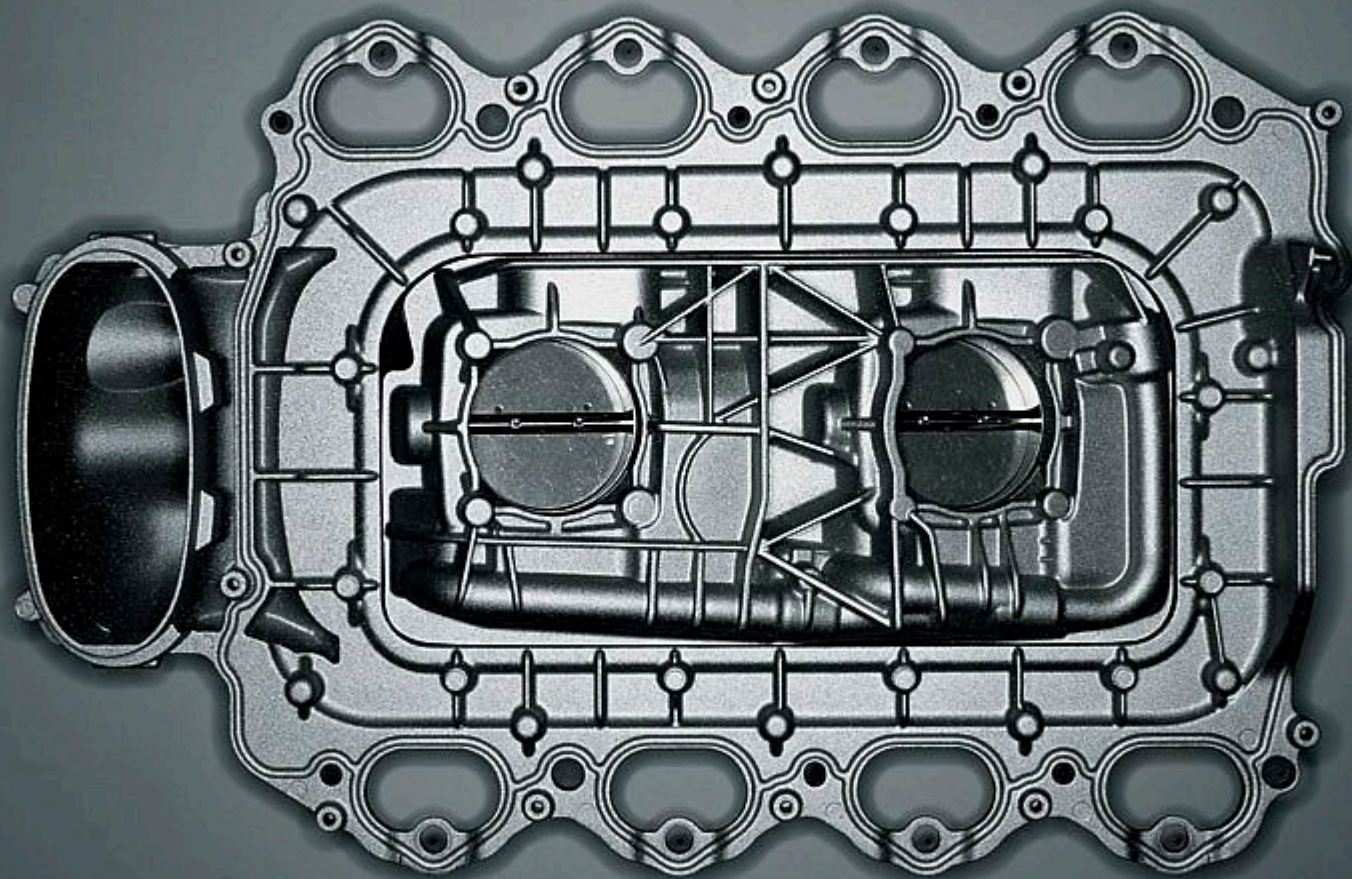
designo leather in anthracite (x22)⁴

¹ With Alcantara inserts
in shoulder area

² Exclusive PASSION leather
Optional extra

³ Exclusive nappa leather
Optional extra

⁴ Also optionally available
in other designo colours





The AMG 5.5-litre V8 engine

This powerplant is the product of more than three decades of AMG motor-racing experience. For instance, the cylinders contain cast-aluminium pistons which are cooled by specially developed oil spray nozzles. This sophisticated design ensures that the pistons remain at the optimum temperature, even under the toughest of conditions. Then there are the composite camshafts, a twin-pipe air intake system and a unique variable-intake manifold. All of which makes for optimal cylinder charging across the entire engine speed range.

A peak torque of 510 Nm – some 400 Nm of which are available at just 2000 rpm – is a clear indication of outstanding acceleration and flexibility. Even the slightest accelerator pedal movement is enough to mobilise the extraordinary pulling power on tap in this high-capacity naturally aspirated engine. Much of our work focuses on producing strong yet lightweight designs. Weighing in at just 172 kg, the 8-cylinder engine has all the right credentials for achieving optimal weight distribution in the vehicle and, therefore, excellent handling.

Like all AMG engines, this V8 powerplant is assembled by one of the technicians at our workshops in Affalterbach. From the first bolt to the last. And strictly in accordance with the “one man – one engine” principle, of course. It is then checked for flawlessness on state-of-the-art test rigs.



Presented with the "Engine of the Year 2003" award in the "Best Performance Engine" category

The AMG 5.5-litre V8 supercharged engine

The V8 supercharged engine is undoubtedly one of Mercedes-AMG's finest achievements – a new legend for the road. Not only does it deliver scintillating performance, it also assures exceptionally dynamic power development, yet without compromising the poise and assurance typically associated with high-displacement 8-cylinder engines. The extraordinary torque and output figures promise a driving experience to be truly savoured. And as one would expect from an AMG powerplant, this V8 also incorporates our wealth of motor-racing know-how and a catalogue of technical innovations.

Take the belt-driven supercharger, for example, which is located between the two banks of cylinders. Two aluminium shafts – one of them coated in Teflon – push up to 1850 kg of air per hour into the combustion chambers, rotating at speeds of up to 23,000 rpm. Rather than operating continuously, the compressor is activated by an electromagnetic clutch as a function of the engine speed and charging status. All of this happens within a fraction of a second, meaning that the engine responds to even the slightest of accelerator pedal movements with practically no lag. The intercooler, which cools down the air effectively before it enters the combustion chambers, is integrated in the compact charger module.

The low-temperature cooler, a powerful suction-type engine-radiator fan and a separate oil cooler ensure that the supercharged 8-cylinder engine runs efficiently in the optimal temperature range, whatever the operating conditions.



The AMG 6.3-litre V8 engine

It is nigh on impossible to design or produce an engine of this calibre using conventional methods. This new AMG powerplant – whose defining characteristics are outstanding dynamism, supreme agility and incredible response times – is simply beyond the capabilities of even the best techniques currently employed in standard car production. Instead, motorsport experience is called for. And a single-minded approach aimed at transferring motor-racing genes to the road.

So it comes as no surprise that this particular V8 engine was developed in Affalterbach, from the first bolt to the last, and assembled in our engine workshops. None of this would be possible without highly sophisticated installations such as our new, dynamic, high-tech engine test rigs. Nor without the most specialised tools of all: the hands of experienced engineers. The best way to optimise the air supply into the combustion chambers, for example, is to introduce large cross-sections and optimise all the air-ducting components leading into the cylinders. This involves making the intake ducts extremely steep and using bucket tappets to control the valves. Optimal airflow intake is assured

by a dual-length variable intake manifold made of magnesium with two internal throttle valves – a patented technology that is only available from Mercedes-AMG. Then there is one final detail, hitherto the reserve of the motor-racing world: the lower section or bedplate of the crankcase is based on a closed-deck design, which makes for a more torsionally rigid engine and reduces pulsation losses. The result of this painstaking development is the world's most powerful V8 naturally aspirated engine. All courtesy of AMG.



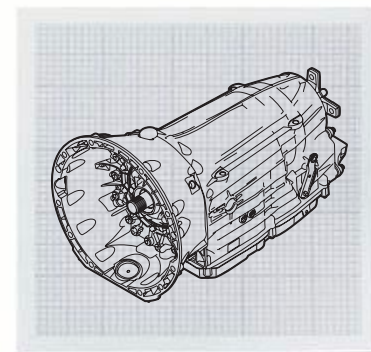
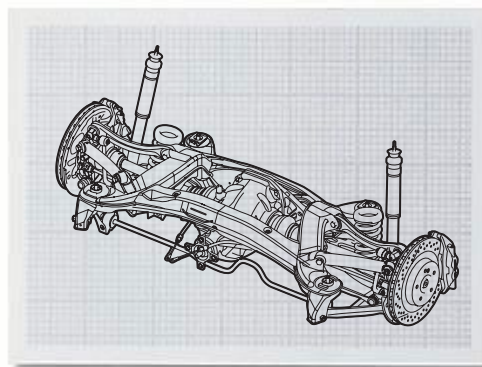
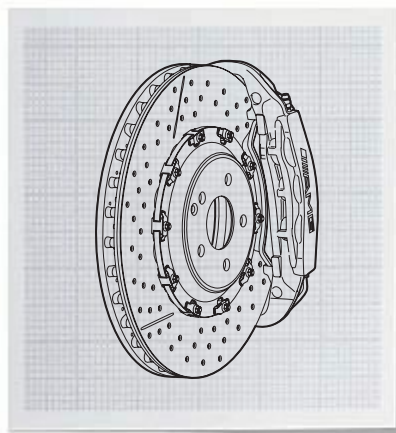
Presented with the “Engine of the Year 2004” award
in the “Best Performance Engine” category

The AMG 6.0-litre V12 biturbo engine

Another attribute for which AMG engines are renowned is their high torque. This is a crucial part of our philosophy, since torque, as opposed to other performance variables, is often the key contributor to driving enjoyment. When it comes to pulling power, the AMG V12 biturbo engine enters a new dimension, producing no less than 1200 Nm from just 2000 rpm, which the car electronically limits to an almost equally impressive 1000 Nm. Performance capability is, of course, practically unlimited.

In order to achieve these figures, nearly every major engine component had to be redesigned in terms of both dimensions and materials. Here the main focus was on two areas: in-cylinder airflow and engine cooling. An unusually high volume of air is able to enter the cylinders thanks to the generously proportioned compressor and turbine housing as well as the size of the vaned units in the two turbochargers. All at an optimal charge pressure of 1.5 bar.

In addition, camshafts with an increased stroke and optimal timing allow the valves to remain open for longer at the intake end. The pistons are cooled by one nozzle per cylinder, supplied by an oil pump that permits an extremely high flow rate. The oil cooler and radiator, together with the extra-large low-temperature cooler, ensure a constantly high power output, even under extreme operating conditions.



Technology geared to enhance enjoyment. Driving enjoyment

The AMG high-performance braking system

In terms of vehicle dynamism and sportiness, the braking system is at least equally as important as the engine. Key factors here include, firstly, the deceleration figures, which determine the stopping distance on dry road surfaces and, secondly, fade resistance, especially when faced with tough operating conditions or high thermal loads. In both cases motorsport has taught us more than we could ever have learned by applying theory and simulation alone. So it's hardly surprising that all AMG high-performance braking systems ensure outstanding deceleration, whatever the conditions.

The AMG sports suspension

When developing sports suspension, harder and lower does not necessarily mean better. Instead, the main aim should be harmonious tuning to minimise body roll when cornering, without totally eliminating the comfort aspects. AMG sports suspension features AMG shock absorbers, AMG anti-roll bars and AMG spring struts that are optimised for the vehicle in question. And even dynamic handling control systems such as ESP® operate based on parameters developed by Mercedes-AMG. The result is fast and direct response to steering movements. All of which makes for sporty, dynamic handling and optimal directional stability.

AMG SPEEDSHIFT 7G-TRONIC transmission

Ultimately it is the engine, chassis, brakes and, last but not least, the transmission that dictate a vehicle's dynamism. The AMG SPEEDSHIFT 7-speed automatic transmission combines the advantages of a manual transmission with those of an automatic. Three selectable modes enable the driver to influence the engine speed as required when changing up or down. However, whatever the scenario, extremely slick and fast gear changes and active downshifting substantially enhance handling dynamics and, therefore, driving enjoyment. Plus the option of changing gear manually by means of the large shift paddles on the steering wheel creates a genuine motor-racing feel.

		C 55 AMG	E 63 AMG	S 63 AMG	S 65 AMG	ML 63 AMG	
		Estate	Saloon Estate	short long			
No. of cylinders/arrangement		8/V	8/V	8/V	12/V	8/V	
Bore/stroke (mm)		97.0/92.0	102.2/94.6	102.2/94.6	82.6/93.0	102.2/94.6	
Total displacement (cc)		5439	6208	6208	5980	6208	
Rated output ¹ (kW at rpm)	(hp at rpm)	270/5750	378/6800	386/6800	450/4800	375/6800	
		367/5750	514/6800	525/6800	612/4800	510/6800	
Rated torque ¹ (Nm at rpm)		510/4000	630/5200	630/5200	1000/2000	630/5200	
Max. engine speed (rpm)		6700	7200	7200	5950	7200	
Compression ratio		11	11.3	11.3	9	11.3	
Transmission		AMG SPEEDSHIFT 5-speed automatic	AMG SPEEDSHIFT 7-speed automatic	AMG SPEEDSHIFT 7-speed automatic	AMG SPEEDSHIFT 5-speed automatic	AMG SPEEDSHIFT 7-speed automatic	
Acceleration 0 – 100 km/h (s)		5.4	4.5 4,6	4.6	4.4	5.0	
Top speed approx. (km/h)		250 ²	250 ²	250 ²	250 ²	250 ²	
Wheel size	Front	7.5 J x 18	8.5 J x 18	8.5 J x 19	8.5 J x 19	9.5 J x 19	
	Rear	8.5 J x 18	9 J x 18	9.5 J x 19	9.5 J x 19	9.5 J x 19	
Tyre size	Front	225/40 R 18	245/40 R 18	255/40 R 19	255/40 R 19	295/45 R 19	
	Rear	245/35 R 18	265/35 R 18	275/40 R 19	275/40 R 19	295/45 R 19	
Fuel		Super Plus	Super Plus	Super Plus	Super Plus	Super Plus	
Fuel consumption ³ (l/100 km)							
urban		17.8	22.3 22.6	23.2	23.1	24.1	
extra-urban		9.2	9.8 9.9	10.2	10.0	12.2	
combined		12.3	14.3 14.5	14.9	14.8	16.5	
CO ₂ emissions ³ (g/km) overall		293	341 345	355	355	392	
Kerb weight ⁴ (kg)		1695	1840 1955	2070 2115	2260	2310	
Perm. gross vehicle weight (kg)		2200	2365 2460	2595 2615	2705	2880	

R 63 AMG short long	CLK 63 AMG Coupé Cabriolet	CLS 63 AMG	CL 63 AMG	SLK 55 AMG	SL 55 AMG	SL 65 AMG	G 55 AMG
8/V	8/V	8/V	8/V	8/V	8/V	12/V	8/V
102.2/94.6	102.2/94.6	102.2/94.6	102.2/94.6	97.0/92.0	97.0/92.0	82.6/93.0	97.0/92.0
6208	6208	6208	6208	5439	5439	5980	5.439
375/6800 510/6800	354/6800 481/6800	378/6800 514/6800	386/6800 525/6800	265/5750 360/5750	380/6100 517/6100	450/4800 612/4800	368/6100 500/6100
630/5200	630/5000	630/5200	630/5200	510/4000	720/2600	1000/2000	700/2750
7200	7200	7200	7200	6700	6500	5950	6500
11.3	11.3	11.3	11.3	11	9	9	9
AMG SPEEDSHIFT 7-speed automatic	AMG SPEEDSHIFT 7-speed automatic	AMG SPEEDSHIFT 7-speed automatic	AMG SPEEDSHIFT 7-speed automatic	AMG SPEEDSHIFT 7-speed automatic	AMG SPEEDSHIFT 5-speed automatic	AMG SPEEDSHIFT 5-speed automatic	5-speed automatic
5.0 5.1	4.6 4.7	4.5	4.6	4.9	4.5	4.2	5.5
250 ²	250 ²	250 ²	250 ²	250 ²	250 ²	250 ²	210 ²
8.5 J x 20 8.5 J x 20	8 J x 18 8.5 J x 18	8.5 J x 18 9.5 J x 18	8.5 J x 19 9.5 J x 19	7.5 J x 18 8.5 J x 18	8.5 J x 18 9.5 J x 18	8.5 J x 19 9.5 J x 19	9.5 J x 18 9.5 J x 18
265/45 R 20 265/45 R 20	225/40 R 18 255/35 R 18	255/40 R 18 285/35 R 18	255/40 R 19 275/40 R 19	225/40 R 18 245/35 R 18	255/40 R 18 285/35 R 18	255/35 R 19 285/30 R 19	285/55 R 18 285/55 R 18
Super Plus	Super Plus	Super Plus	Super Plus	Super Plus	Super Plus	Super Plus	Super
24.1	21.3 21.6	22.6	23.2	17.7	20.3	23.4	21.4
11.8	10.0 10.2	9.9	10.2	8.8	9.6	10.4	12.7
16.3	14.2 14.4	14.5	14.9	12.0	13.5	15.1	15.9
387	338 344	345	355	288	324	362	378
2330 2375	1755 1875	1905	2085	1540	1960	2120	2550
2900 2950	2175 2260	2370	2510	1850	2205	2385	3200

¹ Figures according to Directive 80/1269/EEC in the currently applicable version

² Electronically limited

³ The figures indicated have been calculated in accordance with the specified measuring methods (currently applicable version of Directive 80/1268/EEC). These figures do not refer to individual vehicles, nor do they form part of the offer. Their sole purpose is to allow comparisons between different vehicle models

⁴ Figures as per Directive 92/21/EC, version 95/48/EC (vehicle in ready-to-drive condition, fuel tank 90 % full, including a 68 kg driver and 7 kg luggage) for vehicles in standard specification. Accessories and optional extras generally increase the weight and reduce the payload capacity



Five-star treatment for you and your car: www.mercedes-amg.com

Regardless of which car you currently drive, it's easy to experience a foretaste of the sporty, exclusive world of AMG. All you need is Internet access. Visit www.mercedes-amg.com to find out more about AMG sportswear for your new Mercedes, including AMG light-alloy wheels, AMG bodystyling and plenty more besides.

Keen drivers can also find out about the range of AMG sports driving programmes and AMG winter sporting events on offer. Or maybe you just want that sporty or unique look for yourself, in which case the AMG Collection is just the ticket. It features exclusive items made from the finest materials and manufactured to the highest quality. Just what you are accustomed to from Mercedes-AMG. We look forward to your visit.

Powered by Passion



Take-back of end-of-life vehicles. Coming full circle.

At the end of its long life, you can return your AMG vehicle to us for environment-friendly disposal in accordance with the EU End-Of-Life Vehicle Directive¹ – but that day lies a long way off.

¹Applies in accordance with national regulations to vehicles up to 3.5 t permissible gross weight. AMG vehicles have met the statutory regulations governing the suitability of the vehicle's design for reuse and recycling for a number of years now. A network of vehicle take-back depots and dismantlers has been established which will process your vehicle in an environment-friendly manner. The ways in which both vehicles and parts can be recovered are subject to ongoing development and improvement. Consequently, an AMG vehicle will be able to comply with any future increases in the recycling quota within the stipulated time limits. For further information, please call 00800 1777 7777.

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